



History

1996—Brown County Transportation Plan recommends increasing the capacity of the Claude Allouez Bridge and the surrounding streets.

Dec., 1997—City of De Pere, Brown County and WisDOT study possible alternatives.

July 1998—WisDOT performs economic impact analysis of options on retail businesses.

Sept., 1998—Six potential alternatives are identified, and of these, three are selected for further investigation.

Nov., 1998—Bridge condition study completed indicating the existing bridge must be replaced prior to 2008-2010.

Oct., 1999— environmental assessments of the three alternatives identified by the Bridge Location Study, plus the no build alternate begins.

April 2000—First newsletter published.

April 2000—First Focus Group meetings held with key stakeholders.

Why a new bridge is needed

The Wisconsin Department of Transportation is in the process of developing bridge alternatives to replace the aging Claude Allouez Bridge. These alternatives (listed below) are being considered after a 1998 bridge condition study was completed indicating the existing bridge is in poor condition.

The study recommends that the bridge be replaced prior to 2008-2010, noting that the bridge was built in 1932 and is beyond its service life. The report cites several problems with the current bridge including a deteriorating deck, the need for replacement of expansion joints, deteriorating structural steel girders and escalating maintenance costs. The report goes on to suggest that even if an extensive overhaul of the Claude Allouez Bridge is completed, the bridge will not meet the needs of the traveling public through the year 2020.

Since the Claude Allouez Bridge is being considered for replacement, WisDOT is taking advantage of the opportunity to review ways to alleviate the traffic congestion by adding additional lanes and improving adjoining intersections and approach roadways.

A new bridge would eliminate the maintenance costs on the current bridge, alleviate traffic congestion in downtown De Pere, and provide a durable, long lasting bridge for years to come.

Bridge design alternatives revised

In April of 2000, the first project newsletter was prepared and distributed. The initial newsletter discussed the environmental assessment process; a federally mandated process used to evaluate the various bridge alternatives. The assessment process will ultimately identify the most cost-effective alternative having the least environmental impact on the City of De Pere.

The four alternatives considered in the assessment process, as originally identified in the 1998 Bridge Location Study, were:

(Continued on page 2)

(Continued from page 1)

- **Two bridge alternative:** construction of two separate, two-lane bridges carrying one-way traffic in each direction
- **Single bridge alternative:** construction of a new four-lane bridge on the location of the existing bridge
- **Single bridge alternative (new location):** construction of a new four-lane bridge upstream, or south, of the De Pere dam
- **“No-build” alternative:** maintenance of existing two-lane bridge

Of the four potential alternatives under consideration, the De Pere Common Council selected the two-bridge alternative as their preferred alternative. This alternative was selected for a number of reasons, primarily, because the approach roadways associated with the two-bridge alternative appeared to have the least impact on the downtown and surrounding residential areas.

During the environmental assessment process, an additional alternative was identified. This alternative did not change the four bridge alternatives as they were initially identi-

fied, but did propose an alternative design to the approach roadways on the east side of the river. The new alternative appears to make the single bridge alternative less detrimental to the residential and business areas east of Broadway.

The proposed alternatives were presented to both residential and business focus groups in April of 2000. Additional meetings have since been held with De Pere officials, representatives from the De Pere business community, local schools and churches and area residents. Formal presentations were made to the De Pere Common Council on October 3, 2000 and February 6, 2001.

As a result of the input and direction received from the De Pere community, the council's preferred alternative may change from the two-bridge alternative to the single bridge alternative located south of the De Pere dam. (Please note—no formal action has been taken) This alternative, in combination with a new approach roadway design on the east side, should have the least impact on the community, while at the same time, providing a great deal of op-

portunity for improving the downtown business environment.

The new approach roadway design involves a four-lane connection between the Broadway/Charles Street intersection generally following the Wisconsin Street corridor and ending at the Wisconsin Street/George Street intersection. While this alternative will require the relocation of a number of businesses (as do all of the alternatives), there will not be any direct impact on the residential/church/school properties east of Wisconsin Street. Additional parking and improved pedestrian movement will also be of benefit.

A number of changes have also been proposed on the west side of the river. Under consideration is the construction of two roundabouts at the intersections of Reid Street/Third Street and Main Street/Third Street. The roundabouts would encourage a process called “traffic calming,” where by traffic would exit the bridge in a controlled and orderly process. Pedestrian and vehicular traffic movement along the Third Street corridor would also be improved. (continued on page 3)

If you have questions, contact:

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Summary of revised bridge alternatives (continued from page 2)

In summary, there are a number of alternatives currently being considered and evaluated. Each alternative has pros and cons associated with it.

A few of those pros and cons have been noted in the newsletter, but

the list is not intended to be comprehensive. As an example, all of the alternatives will, for the most part, impact parking on Broadway St. between James and Charles Sts.

As the environmental impact assessment continues, it is clear there

will be impacts no matter which option is ultimately selected. The task is to select an alternative that best serves the traveling public and minimizes the environmental impacts.

Alternatives presented to De Pere City Council

The engineering firm of Graef Anhalt Schloemer (GAS), in conjunction with WisDOT, presented its most recent bridge replacement alternatives to the De Pere City Council on October 17, 2000.

In a resolution passed by the De Pere City Council, the Council commended GAS for “the open-mindedness in which they undertook their environmental impact

analysis for identifying refinements to the previous panel of replacement options.” The resolution also encouraged continued evaluation of the alternatives that were identified. In particular, the De Pere City Council favored pursuing the Wisconsin Avenue alternatives.

The Council further indicated that due to the additional alternatives that have been developed, it may

need to reevaluate its previous position regarding support for the two, one-way, pair of bridges alternative.

At a subsequent Council meeting, on February 6, 2001, GAS and WisDOT presented its revised alternative to the Wisconsin Avenue route, incorporating two roundabouts at Reid and Main Streets to help slow traffic.

Stakeholders meeting scheduled

An update and input meeting is planned for stakeholders in mid-March. These stakeholders include government, businesses, residents, schools and churches within the area being served by the bridge.

The following is the date, time and location for the next informational meeting:

**March 15, 2001
7 p.m. at the
De Pere Community Center
1450 Fort Howard Ave.**

At this meeting, Graef Anhalt Schloemer (GAS), in conjunction with the WisDOT staff, will present its revisions to the De Pere bridge alternatives. These revised alternatives incorporate many of the suggestions and comments that were brought forward at the first stakeholders informational meetings.

Included in the presentation will be an update of the recommendations made by the De Pere City Council following its review of the revised

alternatives at its February 6, 2001 Council meeting.

After the presentation, participants can ask questions about the revised alternatives or share their comments or suggestions.

“This is a great opportunity for interested parties to learn about and give input into the project.”

Jill E. Michaelson, P.E.

A newsletter published by the Wisconsin
Department of Transportation to keep citizens informed.

Claude Allouez Bridge Update
WisDOT Green Bay Transportation District
P.O. Box 28080
Green Bay, WI 54324-0080

**WisDOT Green Bay
Transportation District**

Stakeholders Meeting

The public is invited.

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